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Approved For Release 2001/05/23 : CIA-RDP84-00825R000100100001-4

INTELLIGENCE MEMORANDUM

CIA/BI GM 66-2
September 1965

KASHMIR



CENTRAL INTELLIGENCE AGENCY
OFFICE OF BASIC INTELLIGENCE

25X1C

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KASHMIR

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The cease-fire-line (CFL) extends from the Punjab plains on the south to the glaciers of the Karakoram Range on the north and thus crosses all of the major physical regions of Kashmir. These regions resemble a series of ascending south-to-north steps, culminating in the 29,000-foot Karakoram peaks. The southern sector of the CFL extends northward from the Punjab to Uri, a town in the Jhelum Valley, and passes through relatively low hills and mountains. The northeastern sector crosses much higher terrain that is mostly barren, desolate, and largely uninhabited.

[illegible][illegible]

Northeast of Punch the CFL enters the Pir Panjal Range, which forms the western rim of the Vale of Kashmir. Peaks of the Panjal rise to elevations of 12,000 to 14,500 feet and many slopes high as 11,000 feet are covered with coniferous forests, giving a general appearance strongly suggestive of the American Rockies.

Following the C.F.A. follows the crest of the Pir Panjal for a

The town of Panch is on the Indian side of the cease-fire line.

For background on Kashmir's borders with Communist China
CIA/RR GM 62-9, The Disputed Frontiers of Kashmir,
embex 1962. @



few miles and then turn west, paralleling the Jhelum Valley. Although the Pir Panjal and its associated ranges on the northwest form a considerable barrier to movement into the fertile Vale, a barrier broken only by the deep valley of the Jhelum River, numerous cattle tracks and footpaths lead from southwestern Kashmir across the mountains and into the Vale. Throughout the summer and early fall, mountain forests and alpine pastures are extensively grazed from the plains and lowlands. The Jhelum Valley, at an elevation of 4,000 to 5,000 feet, is the main approach to the Vale, however, and the recent Indian seizure of the Muzaffargarh Pass (elevation 8,650 feet) south of Uri was intended to prevent infiltrators based in the Poonch salient from using the Jhelum route.

Northeastern Sector: Near Uri, the CFL parallels the Jhelum River for a few miles and then runs northward to the Kishanganga River at Tithwal. From this point to Kishangam, the line generally is a few miles east of and 4,000 to 5,000 feet higher than the Pakistan-held Kishanganga Valley, though in two places it follows the valley. River itself for short distances. The terrain is similar to that of the Pir Panjal Range country, with deeply entrenched river valleys, large areas of coniferous forest, and barren, rocky peaks and ridges, large areas to 14,000 feet in elevation. Settlements are few, largely confined to river lowlands and occasional slopes below 7,000 or 8,000 feet.

Indian outposts north of the Jhelum Valley are supplied via a network of motorable routes leading from Srinagar to the Northern part of the Vale. In contrast, Pakistani posts are served from Muzaffarabad by two narrow roads that follow the steep slopes of the Jhelum and Kishtang Valley. Both roads are damaged frequently and blocked by slides.

North of Kanzalwan the CFL crosses the upper Kishanganga Valley and ascends spurs of the Great Himalaya Range. For the remaining 175 miles to the Karakoram glaciers the line generally follows high peaks and ridges, mostly local water divides, at elevations averaging between 12,000 and 17,000 feet. The typical Kishanganga Valley evergreen-clad slopes are green.

The northwest-southeast aligned Great Himalaya Range. Farther east, however, the terrain is mostly barren and the country is generally uninhabited. Vegetation is limited mainly to scrub and planted trees near villages; the few settlements are

The Pakistani area to the north and northwest of the CFL is administratively within the Gilgit Agency, a collection of small princely states and tribal areas. This region is isolated from the rest of Pakistan and India.

make a living. Pakistani posts are few in this sector and probably occupied only seasonally. Access to the CFL is mainly via animal tracks along river valleys. A jeep road from Abbottabad north to Chilas is open for a few months during summer; other jeepable tracks radiate from Skardu, but the two systems are not believed to be linked.

Most of the area south of the CFL in Indian-controlled territory is administratively part of Ladakh. This area is probably even higher on the average than northwestern Kashmir and is more sparsely inhabited, but in the very high mountains of the eastern part are some fairly broad, open valleys and very high, rolling, desolate plateaus and

The Indian posts are supplied by the important Srinagar - Leh road, which also serves Indian forces opposing the Chinese along the Ladakh border. From Oras to Kargil, however, this road closely approaches Pakistani territory, and at Kargil the Pakistani posts are only 3 miles from the road and overlook it from high ground. Pakistani raids against the road earlier this year led to Indian occupation of these posts; a later Indian withdrawal was followed by reoccupation during the present crisis.

CLIMATE

The climate of the southern sector of the CFL resembles that of the north Indian plains, with modifications induced by elevation. The summer monsoon normally lasts only from early July to early September. Rainfall, accompanied by considerable cloudiness, normally averages 50 to 15 inches during the year and about 10 to 15 inches during the summer months.

tion increases with elevation. The Vale, however, is shielded by mountains from the monsoon, and during July and August receives only 4 to 4 inches each month. The monsoon rains in northern India are unpredictable and vary considerably. After the retreat of the monsoon and continuing until mid-December or later the weather is generally clear, with many clear days and little or no precipitation. This is the best season to conduct either ground or aerial surveys.

approach of cooler weather, however, morning ground fog becomes increasingly common. In the Jammu area in southwestern Kashmir and the Punjab plains to the south, winter conditions are similar to those autumn, with generally good weather.

month from January through March are recorded in Jammu, and 1 inch each month for the same period at Lahore. Toward the northwest and in the higher hills, however, winter is marked by somewhat heavier precipitation and some cloudy weather. At elevations below 5,000 feet, precipitation is mainly rain. Above 5,000 feet, snow is the principal form of precipitation.

mid-March, with depths occasionally up to a foot. Spring snowstorms are not infrequent and may temporarily block routes out of the Vale until early May.

The summer monsoon seldom reaches beyond the Great Himalay Range north and east of the Vale. In the deep valleys of the Indus and its tributaries, a desertlike environment is encountered and yearly precipitation is a mere 5 to 8 inches. Precipitation, mostly snow, is greater on the high slopes and in the mountains, and trails and passes are periodically closed. Strong, biting winds and subfreezing occasionally subzero, temperatures intensify problems of keeping supply lines open and vehicles in operating condition.

The traditional lines of communication between the plains and the Vale of Kashmir were altered by the establishment of the canal. The main Pothohar valley access road to the Vale entered from Pakistan, crossed the Gilgit road and entered an existing road that led north from the improved and rebuilt sections of the Gilgit road. The road crossed the Gilgit road and ran many miles of hills and mountains. The road is open throughout the year, but is closed for a few days in winter and for a few days, although subject to damage, in the spring. The road is open throughout the year, but is closed for a few days in winter and for a few days, although subject to damage, in the spring. The road is open throughout the year, but is closed for a few days in winter and for a few days, although subject to damage, in the spring.

Pakistani and Azad Kashmiri forces south of the Jhelum are supplied by roads from Rawalpindi and Jhelum via Murre and Mirpur, respectively. North of the Jhelum, however, roads are few and are difficult to maintain. East of the Kaniwalan, Pakistani posts along the CFL are supplied by long and circuitous routes that require animal transport in some places.

Both India and Pakistan rely heavily on air resupply. Srinagar is a major airbase and large amounts of military goods are transported there from depots in northern India. Goods are stockpiled in the Vale to supply Indian forces facing the Chinese in Ladakh as well as those facing Pakistani troops along the CEY. The complexity



To Pakistan, Kashmir is more than a territorial issue. The continued existence of a divided Kashmir has become a symbol of Indian aggressiveness and Pakistani inability to cope with Indian power. Frontiers have increased in recent years. India refuses even to discuss Kashmir. Meetings have been taken recently to tighten the constitutional bonds between India and Pakistan, and since 1962 Indian military strength has been increased. It is aided in part by equipment and training supplied by the West. Within this framework that Pakistan organized and directed the recent paramilitary operation against Indian-held Kashmir. The objectives were to spark a Muslim revolt and generate international pressures enough to force a Kashmiri

For India, in contrast, Kashmir has been but one of many foreign policy problems. The status quo is more palatable to India, since it is in control of the most important and productive areas, and a solution that does not allow Indian control of the Vale of Kashmir appears to be unacceptable. This position has been reinforced in recent years by the border conflict, between India and China, as the only ground route to supply Indian forces in eastern Ladakh runs through the Vale. An alternate route via the Kulu Valley to the Indus is now under construction, but its

A settlement of the Kashmir dispute is the key to peace in the subcontinent, but after 18 years a means of settling the dispute appears to be more remote than ever.

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| | [REDACTED] | | | 7 Oct 65 |
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PN 61.2268

GM 66-2

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GM 66-2

Report No.

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8 Sept '65
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Classification SECRET
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Analysis

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Analysis

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no linstype

Other comments or remarks

Maps

Compilation Branch

Map Number

Subject

None

Final Editorial Approval
Before Reproduction and
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All changes
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1 September 1965

X

Jammu and Kashmir

Unclassified

61.2268

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 CD/F

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One map of Kashmir plus insets on 1) enlargement of south end of Cease Fire Line (CFL); 2) enlargement of CFL near Kangil; and 3) administrative divisions and population distribution.

1 September 1965


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GEOGRAPHY DIVISION REQUEST FOR GRAPHICS

TO: CHIEF, CARTOGRAPHY DIVISION

1 September 1965
Date

Check whether SENSITIVE

Yes

X
No

Sanitized Title if above is Yes: _____

Actual Title: Jammu and Kashmir

Map No. _____

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Date Graphics Required: _____ Number of Copies: _____

GD Project No.: 61.2268 GD's Requester: Self-initiated

GD Analyst and Branch: [REDACTED] GD/Y STATINTL Phone No.: 6903

Remarks: One map of Kashmir plus insets on 1) enlargement of south
end of Cease Fire Line (CFL); 2) enlargement of CFL near Kangil; and
3) administrative divisions and population distribution.

Date Approved: 1 September 1965 STATINTL [REDACTED]

SA/Ch/GD/BI

Instructions: To be made up in triplicate: Two copies to CD/BI, one of which will be returned to OCh/GD with map number. The third copy to be held in OCh/GD until the second is returned; the third copy with map number added to be sent to the GD Branch requesting graphics.

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REQUEST FOR PROJECT APPROVAL

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| TO : | CHIEF, GEOGRAPHIC RESEARCH, ORR ASSISTANT DIRECTOR, ORR DIRECTOR OF BASIC INTELLIGENCE | DATE 31 August 1965 |
| FROM : | CHIEF, GEOGRAPHY DIVISION, OBI | |
| SUBJECT: | REQUEST FOR APPROVAL OF PROJECT NUMBER 61.2268 | |
| 1. SUBJECT OF PROPOSED PROJECT Kashmir | | |
| 2. STATEMENT OF PROBLEM To prepare an Intelligence Memorandum that will revise and update CIA/RR GM-2, The Kashmir Question, dated December 1956. The revision envisages a complete reorientation with a focus upon the environmental characteristics of the Cease Fire Line (CFL) area, routes leading to the CFL, the relationship of the CFL and Indian problems of securing their frontier in eastern Ladakh, and the strategic importance of the Vale of Kashmir. The problem will be viewed in the context of * | | |
| 3. NAME OF REQUESTER Self-initiated | 4. RESPONSIBLE D/GG ANALYST STATINTL [REDACTED] GR/Rx | 5. BRANCH GD/F |
| 6. COORDINATION REQUESTED FROM (Specify) | | |
| A. OTHER GRA DIVISIONS Preparation of map by Cartography Division | | |
| B. OTHER CIA COMPONENTS OCI, ONE | | |
| C. OUTSIDE CIA Possibly State and DIA | | |
| 7. ESTIMATED MAN-HOURS 120 in GD: | 8. TARGET DATE FOR ISSUANCE October 65 | |
| 9. TYPE OF GM PUBLICATION CIA/BI GM | | |
| 10. RECOMMENDATIONS FOR DISTRIBUTION OF FINISHED REPORT Standard for GM | | |
| 11. REMARKS: * past and recent Indian-Pakistani relations, and brief but pertinent background material will be included. <i>deflate the immediate</i> If developments prior to the completion of the GM reduce significantly the intelligence importance of Kashmir, it is proposed to include this material in an expanded GM that will <i>to</i> treat all of the Indian-Pakistan border problems. <i>Such</i> <i>complete coverage will, otherwise, be produced in a succeeding GM.</i> | | |
| APPROVED _____ DATE _____ DIRECTOR OF BASIC INTELLIGENCE _____ DATE _____ ASSISTANT DIRECTOR, ORR | | |

REQUEST FOR PROJECT APPROVAL

| | | |
|----------|--|---------------------|
| TO : | CHIEF, GEOGRAPHIC RESEARCH, ORR ASSISTANT DIRECTOR, ORR | DATE 31 Aug 1965 |
| FROM : | CHIEF, GEOGRAPHY DIVISION, ORR | |
| SUBJECT: | REQUEST FOR APPROVAL OF PROJECT NUMBER 61.2268 | |

| | | |
|---|--|---|
| 1. SUBJECT OF PROPOSED PROJECT Kashmir | | |
| 2. STATEMENT OF PROBLEM To prepare a Geographic Intelligence memorandum that will revise and update GM 2, The Kashmir Question, dated December 1956. The revision envisages a complete reorientation with a focus upon the environmental characteristics of the cease fire line, logistical routes supplying Indian and Pakistani positions, the relationship of the main Indian supply route to Leleh with the cease fire line, and the importance and value of the role. See attached. | | |
| 3. NAME OF REQUESTER Self-initiated | 25X1A | 4. RESPONSIBLE D/GG ANALYST [REDACTED] |
| 5. BRANCH GDIF | | |
| 6. COORDINATION REQUESTED FROM (Specify) | | |
| A. OTHER GRA DIVISIONS Preparation of maps by Cartography | | |
| B. OTHER CIA COMPONENTS OCI, ONE. | | |
| C. OUTSIDE CIA Possibly State and DIA. | | |
| 7. ESTIMATED MAN-HOURS IN D/GG 120 | 8. TARGET DATE FOR ISSUANCE end of September 77 | |
| 9. TYPE OF D/GG PUBLICATION GM | | |
| 10. RECOMMENDATIONS FOR DISTRIBUTION OF FINISHED REPORT Standard GM distribution | | |
| 11. REMARKS: If developments prior to the completion of the GM reduce significantly the intelligence importance of Kashmir, it is proposed to include this material in an expanded GM that will treat all of the Indian-Pakistan border problems. | | |

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| _____ CHIEF, GEOGRAPHIC RESEARCH | _____ DATE |
| _____ ASSISTANT DIRECTOR, ORR | _____ DATE |

2. To prepare a Geographic Intelligence Memorandum that will ~~xx~~ revise and update GM#2, The Kashmir Question, dated December 1956. The revision envisages a complete reorientation with a focus upon the environmental characteristics of the Cease Fire Line ^(CFL) area, routes leading to the CFL, the relationship of the CFL and ~~the~~ Indian ~~security~~ problems of securing their frontier in eastern Ladakh, and the strategic importance of the Vale of Kashmir. The problem will be ~~briefly~~ viewed in the context of past and recent Indian-Pakistan~~n~~ relations, and brief but pertinent background material will be included.

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